

# PATENT SPECIFICATION



*Application Date: Mar. 22, 1920. No. 8414 / 20.*

**150,642**

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## COMPLETE SPECIFICATION.

### Portable Apparatus for Leading Fire and like Hose over Railways and Tramways.

We, JAMES O'NEIL, of 17, East Princes Street, Rothesay, Buteshire, Engineer, and WILLIAM McGREGOR, of 56, Causeyside Street, Paisley, Renfrewshire, 5 Engineer, do hereby declare the nature of this invention and in what manner the same is to be performed, to be particularly described and ascertained in and by the following statement:—

10 This invention relates to portable apparatus for leading fire hose and the like over railways and tramways. Hitherto it has been proposed to provide an apparatus of this type comprising a set of supplementary rails adapted to be arranged in superimposed relation with the track and formed with elongated perforations through which are passed a number of flattened pipes, each pipe 15 being equipped at each end with a rough for attachment of a hose. In apparatus of this type it is common to form a tongue on the supplementary track for engagement with the groove between the flanges. 20 The present invention may be readily distinguished from prior constructions in that the rigid conduit member is separate from the inclined tracks and is connectible to inclined tracks as by dovetailing. 25 The invention may be regarded as an improved apparatus comprising rigid conduit members each presenting on the upper surface a track to receive the vehicle wheels and on the under surface a sole 30 to rest on the rail flange and a tongue for engagement with the groove between the rail flanges, the conduit members being united by a preferably flattened pipe disposed between the rails, and present-

ing at their outer ends a rough for attachment of the fire hose or the like, there being attachable to each member as by dovetailing inclined tracks adapted to lead the vehicle wheels over the conduit members. 45

Desirably, the conduit members are arranged to be employed in groups united by suitable dovetailed connection members.

The invention is illustrated in the accompanying drawing, in which Fig. 1 is a plan, Fig. 2 a vertical section, Fig. 3, an elevation of the track, and Fig. 4 a section showing a tongue for engagement with the groove between the rail flanges. 55

As shown, the improved apparatus comprises rigid conduit members 1, each affording a flattened conduit for passage of liquid and presenting on its upper surface a track 2 to receive the vehicle 60 wheels, the under surface presenting a sole 3 to rest on the rail flanges 4 and being formed with a tongue 5 for engagement with the groove between the rail flanges. 65

Formed in the bore of the member 1 is a strengthening web 1<sup>b</sup>.

The conduit members 1 are united by a flattened pipe 6 disposed between the rails and each conduit member is 70 furnished at its outer end with a rough 1<sup>a</sup> for attachment of a fire hose or the like.

Attached to each member 1 as by dovetailing at 7 are supplementary inclined 75 tracks 8 each of which is formed with a tongue or tongues 9 engageable with the groove between the upper rail flanges 4.

[Price 1/-]

The tracks 8 are preferably formed with slotted lugs 10 by means of which the tracks may be held in position by spikes, the lugs being capped as shown.

5 The members 1 may be employed in groups in which event they may be held in close relation by dove-tailed connecting members. It will be understood that the cross-sectional area of the water passage will be at least equal to that of the hose employed in conjunction therewith.

10 Having now particularly described and ascertained the nature of our said invention, and in what manner the same is to be performed, we declare that what we claim is:—

15 1. A portable apparatus for leading fire and like hose over railways and tramways comprising, in combination, rigid conduit members each presenting on the upper surface a track to receive the vehicle wheels and on the under surface

a sole to rest on the rail flange and a tongue for engagement with the groove between the rail flanges, the conduit 25 members being united by a preferably flattened pipe, disposed between the rails, and presenting at their outer ends a rough for attachment of the fire hose or the like, there being attachable to each 30 member as by dovetailing inclined tracks adapted to lead the vehicle wheels over the conduit members.

2. An apparatus for leading fire and like hose over railways and tramways the 35 component parts of which are constructed and arranged substantially as herein described with reference to the accompanying drawing.

Dated this 20th day of March, 1920. 40

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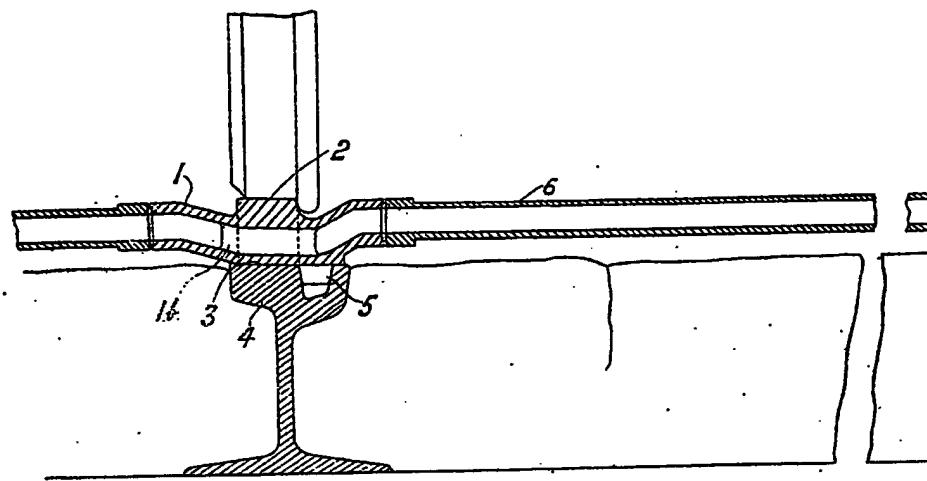


FIG. 2.

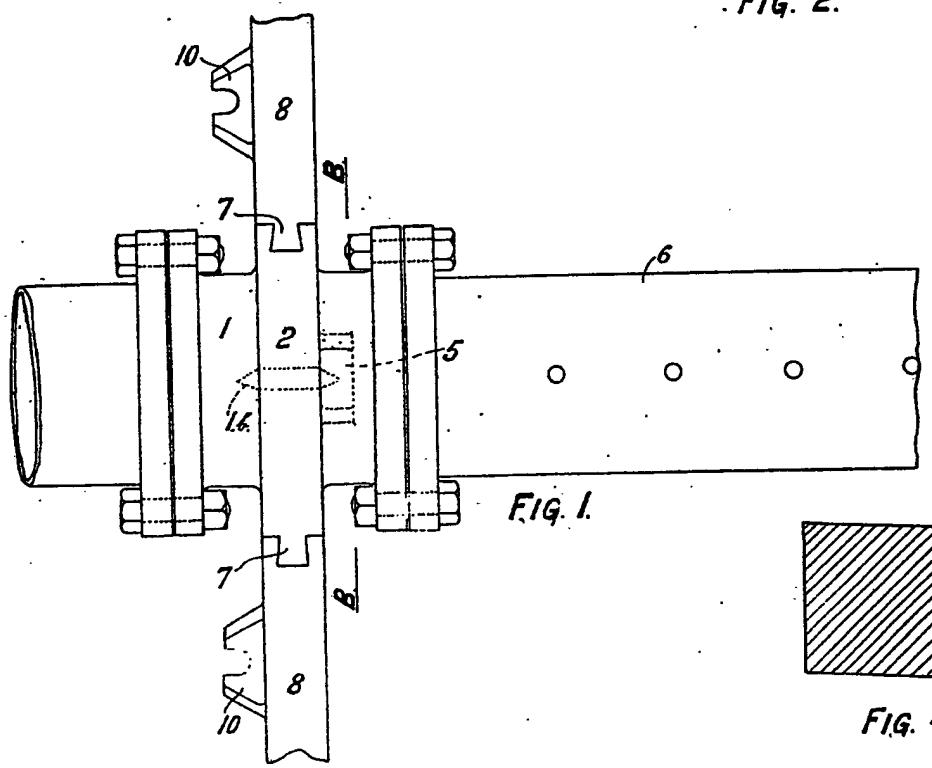


FIG. 1.

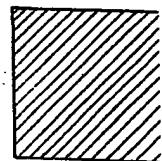


FIG. 4.

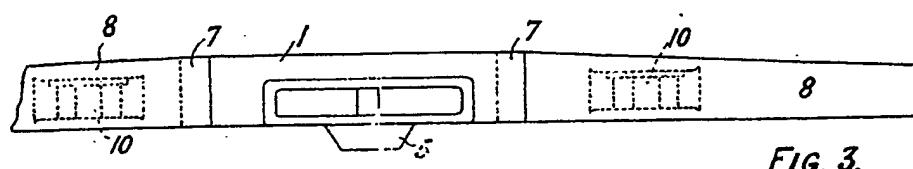


FIG. 3.

